

CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

INFORMATION REPORT

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SUBJECT Railroad and Road Bridges over the Oder River

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SUPPLEMENT
REPORT NO.

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25X1 1. Railroad Bridges.

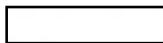
- a. Railroad bridge near Brzeg Dolny. The structure is a steel upper arch truss bridge, about 120 meters long, resting on four newly built concrete piers, 1.3 meters thick and 40 meters apart. The bridge, which was 30 percent destroyed in 1945, was rebuilt by June 1951. There were no icebreakers. Height of bridge above water level: 4.5 meters; depth of river at bridge: 1.8 meters; width of river-bed: 60 meters; river bottom: gravel; river banks: loam and gravel; width of roadbed: 3 meters with two tracks, no sidewalks; bridge flooring: wooden planks; maximum load capacity: 250 tons. A telephone line crossed the bridge. There were no demolition chambers. (1)
- b. Railroad bridge near Scinawa. The bridge is a steel truss structure about 130 meters long, with two new concrete and three old masonry piers each 2.2 meters thick and 40 meters apart. The structure, which was 30 percent destroyed in 1945, was reconstructed by August 1949. There were no icebreakers. Height of bridge above water level: 4.5 meters; depth of river at bridge: 1.8 meters; width of river-bed: 80 meters; river bottom: gravel; river banks: loam and sand; width of roadbed: 10 meters with two tracks and two sidewalks each 1 meter wide; maximum load capacity: 250 tons. A telephone line crossed the bridge. There were no demolition chambers. (2)
- c. Railroad bridge near Glogow. The structure is a steel truss bridge about 90 meters long, with two concrete piers, 2 meters thick and 40 meters apart. The bridge, which was 30 percent destroyed in 1945, was rebuilt by June 1951. There were no icebreakers. Height of bridge above water level: 4.5 meters; depth of river at bridge: 2 meters; width of river-bed: 60 meters; river banks: gravel and loam; width of roadbed: 10 meters with two tracks, and two sidewalks each 1 meter wide;

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bridge flooring: wooden planks; maximum load capacity: 250 tons. A telephone cable crossed the bridge. There were no demolition chambers. (3)

- d. Railroad bridge near **Stary**. The structure is a steel truss bridge about 120 meters long, with five piers each 1.3 meters thick and 30 meters apart. The bridge, which was 30 percent destroyed in 1945, was reconstructed by August 1951. There were no icebreakers. Height of bridge above water level: 5 meters; depth of river at bridge: 1.3 meters; width of river-bed: 30 meters; river bottom: gravel; river banks: loam and gravel; width of roadbed: 10 meters with two tracks, and two sidewalks each 1 meter wide; bridge flooring: wooden planks; maximum load capacity: 250 tons. A telephone cable crossed the bridge. There were no demolition chambers.
 - e. Railroad bridge near **Pomorsko**. The structure is a steel truss bridge, about 120 meters long, with three concrete piers, each 1.3 meters thick, and six temporary wooden piers, each 2.5 meters thick, and 20 meters apart. The bridge was 50 percent destroyed in 1945 and repaired in a makeshift way by June 1946. There were four wooden icebreakers. Height of bridge above water level: 4.5 meters; depth of river at bridge: 1.8 meters; width of river-bed: 70 meters; river bottom: gravel; river banks: loam and gravel; width of roadbed: 8 meters with two tracks, no sidewalks; maximum load capacity: 250 tons. A telephone cable crossed the bridge. There were no demolition chambers. (5)
 - f. Railroad bridge near **Deutsch-Liettkow**. The structure is a steel truss bridge about 100 meters long with five concrete piers each 1.8 meters thick and 30 meters apart. The bridge was completely destroyed in 1945 but reconstructed by September 1950. There are no icebreakers. Height of bridge above water level: 5 meters; depth of river at bridge: 1.6 meters; width of river-bed: 70 meters; river bottom: gravel; river banks: loam and gravel; flooring: wooden planks; width of roadbed: 8 meters with two tracks and two sidewalks each 1 meter wide; maximum load capacity: 250 tons. A telephone cable crossed the bridge. There were no demolition chambers. (6)
- 2. Road Bridges.**

- a. **Road bridge near Krosno Odrzańskie.** The structure is a steel truss bridge about 100 meters long with four concrete piers each 1.6 meters thick and 30 meters apart. In 1945, the bridge was 50 percent destroyed, but it was reconstructed by August 1949. There were no icebreakers. Height of bridge above water level: 4.5 meters; depth of river at bridge: 1.7 meters; width of river-bed: 60 meters; river bottom: gravel; river banks: loam and gravel; width of roadway: 7 meters and two sidewalks each 1 meter wide; height of railing: 1.25 meters; bridge flooring: asphalt; maximum load capacity: 100 tons. A telephone cable and an electric line crossed the bridge. There were no demolition chambers. (7)
- b. **Road bridge near Sośnawa.** The structure is a steel truss bridge about 130 meters long with 2 new concrete piers, and 3 old masonry piers each 1.8 meters thick and 40 meters apart. The bridge, which was 30 percent destroyed in 1945, was reconstructed by September 1948. There were no icebreakers. Height of bridge above water level: 4.5 meters; depth of river at bridge: 1.8 meters; width of river-bed: 80 meters; river bottom: gravel; river banks: loam and sand; width of roadway: 7 meters and two sidewalks each 1 meter wide; height of railing: 1.25 meters;

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bridge flooring: stone pavement; maximum load capacity: 100 tons. A telephone cable crossed the bridge. There were no demolition chambers.⁸

- c. Road bridge near Glogow. The structure is a light metal multi-span truss bridge of American design; it is about 80 meters long and has two concrete piers each 1.8 meters thick and 30 meters apart. The bridge, which was completely destroyed in 1945, was reconstructed by March 1946. No icebreakers. Height of bridge above water level: 5 meters; depth of river at bridge: 1.7 meters; width of river-bed: 50 meters; river bottom: stones and gravel; river banks: gravel and loam; width of roadway: 6 meters and two sidewalks each 0.5 meters wide; bridge flooring: wooden planks; maximum load capacity: 40 tons. A telephone cable and an electric line crossed the bridge. There was no demolition chamber.⁹
- d. Road bridge near Nowa Sol. The structure is a wooden bridge reinforced by T-girders about 140 meters long with 9 wooden cribs filled with stone. The piers are 2.5 meters thick and 14 meters apart. The bridge, which was completely destroyed in 1945, was reconstructed in a makeshift way by the Russians in the same year. There were icebreakers. Height of bridge above water level: 4.2 meters; depth of river at bridge: 1.8 meters; width of river-bed: 90 meters; river bottom: gravel; river banks: loam and gravel; width of roadway: 6 meters; no sidewalks; bridge flooring: wooden planks; maximum load capacity: 30 tons. An electric line and a telephone cable crossed the bridge. There were no demolition chambers.¹⁰
- e. Road bridge near Cigacice. The structure is a steel truss bridge about 180 meters long with eight concrete piers each 1.4 meters thick and 30 meters apart. The bridge, which was 70 percent destroyed in 1945, was rebuilt by August 1951. There were no icebreakers. Height of bridge above water level: 4.5 meters; depth of river at bridge: 1.8 meters; width of river-bed: 80 meters; river bottom: gravel; river banks: loam and sand; width of roadway: 7 meters and two sidewalks each 1 meter wide; iron rod railings of 1.25 meters; bridge flooring: reinforced concrete; maximum load capacity: 50 tons. A telephone cable crossed the bridge. There were no demolition chambers.¹¹

 Comments.

- 1. This double track railroad bridge over the Odor River is on the Wroclaw-Goerlitz railroad line. For sketch of the new bridge , see Annex 1. The old bridge was 373 meters long. The length of the new structure was estimated at 120 meters . Estimates on the length of railroad bridges are believed to be erroneous.
- 2. This bridge is on the Wroclaw-Goerlitz railroad line. For sketch of the new bridge, see Annex 2, Bridge II. The old bridge was 373 meters long. The sketch of the new bridge indicates that the reconstruction is essentially its original form.
- 3. Information on this bridge was transmitted previously. For sketch of the bridge across the Strom Oder, see Annex 3, bridge I.
- 4. This double-track bridge is on the secondary railroad line between Zagan and Ozonki. The old bridge was 646.5 meters long. The length of the bridge as stated corresponds to that section of the bridge under which the river shipping passes. For sketch of the new bridge, see Annex 4.

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Comments, cont'd)

5. This double track railroad bridge is on the Gubin-Zbaszynek line. For sketch of the new bridge, see Annex 5. The sketch indicates that the bridge was reconstructed in its original form. [redacted] statement that the new bridge is only 120 meters long refers to the section which spans the river proper.

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6. This single track railroad bridge is on the Glogow-Kostrzyn line. For sketch of the new bridge, see Annex 6. The sketch indicates that this bridge was also rebuilt in its original form. A stretch of 100 meters,

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the length of the bridge [redacted] corresponds to about the length of the two spans over the river itself.

7. This bridge is in the town area of Krosno on former National Highway No.5, which connects Kroclaw and Frankfurt/Oder. For sketch of the new bridge, see Annex 7.

8. This bridge is just east of Scinawa on the category II road between Scinawa and Wolow. For sketch of the new bridge, see Annex 2, bridge I.

9. This bridge is in the town area of Glogow on the category I road connecting Legnica and Wschowa. For sketch of the new bridge, see Annex 3, bridge II.

10. This bridge is 2 or 3 km. east of Nowa Sol on former National Highway No.5. For sketch of the new bridge, see Annex 8.

11. This bridge is about 5 km. south of Sulechow on the category II road connecting Zielona Gora and Sulechow. For sketch of the new bridge, see Annex 9.

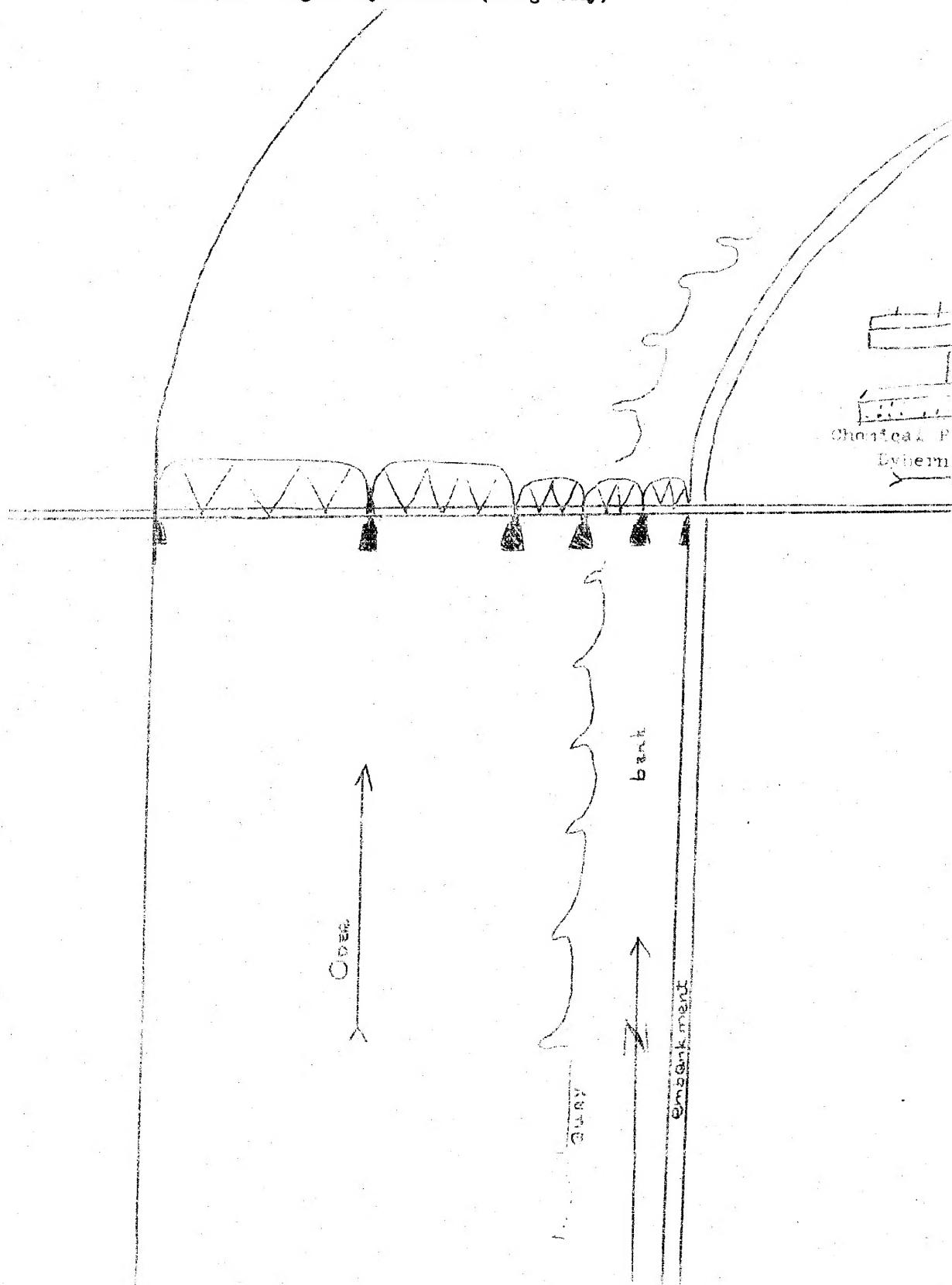
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- 3 - Annex 1

Railroad Bridge at Dyhernfurth (Brzeg Dolny)



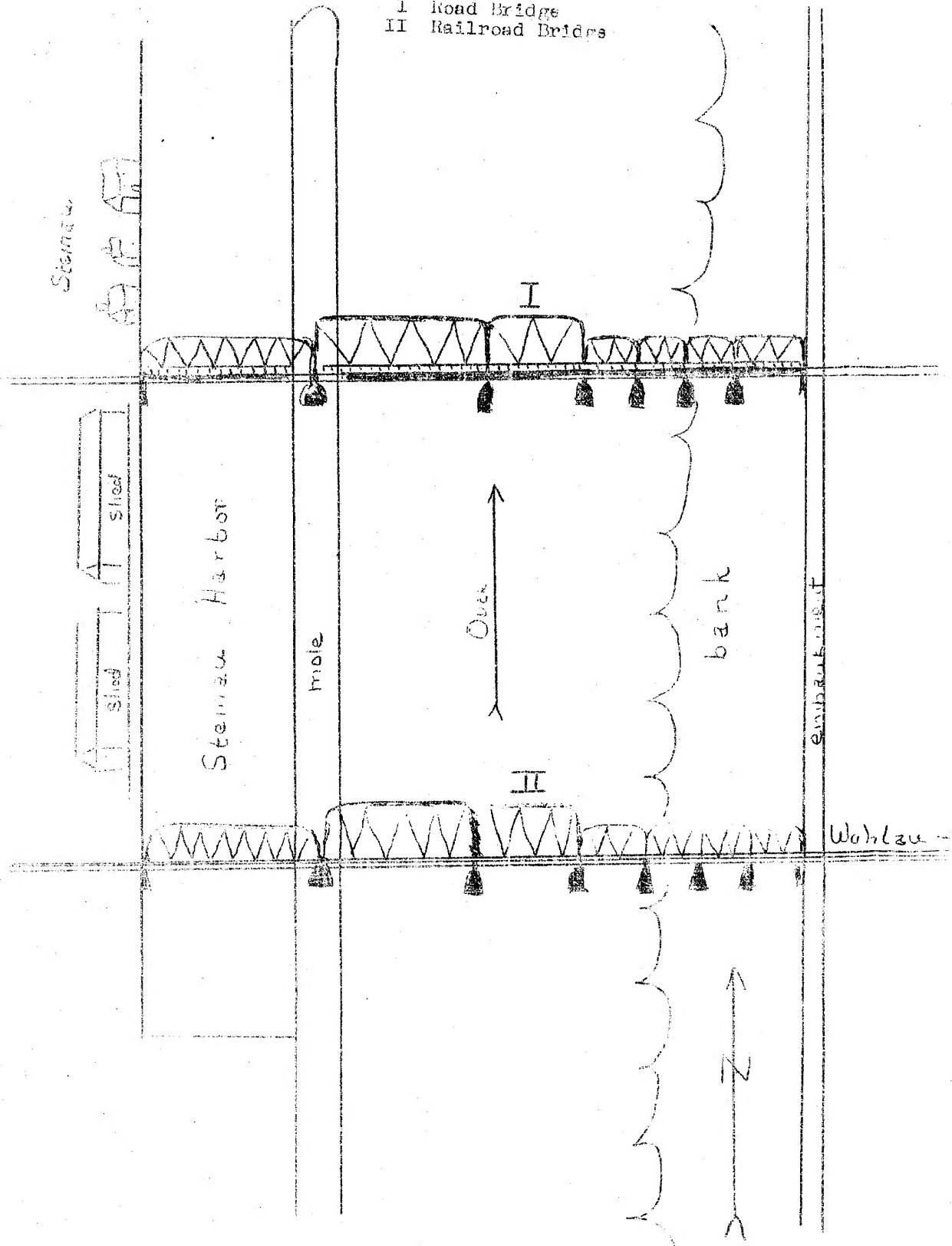
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- 4 - Annex 2

Steinsau (Scinawa)

- I Road Bridge
II Railroad Bridges



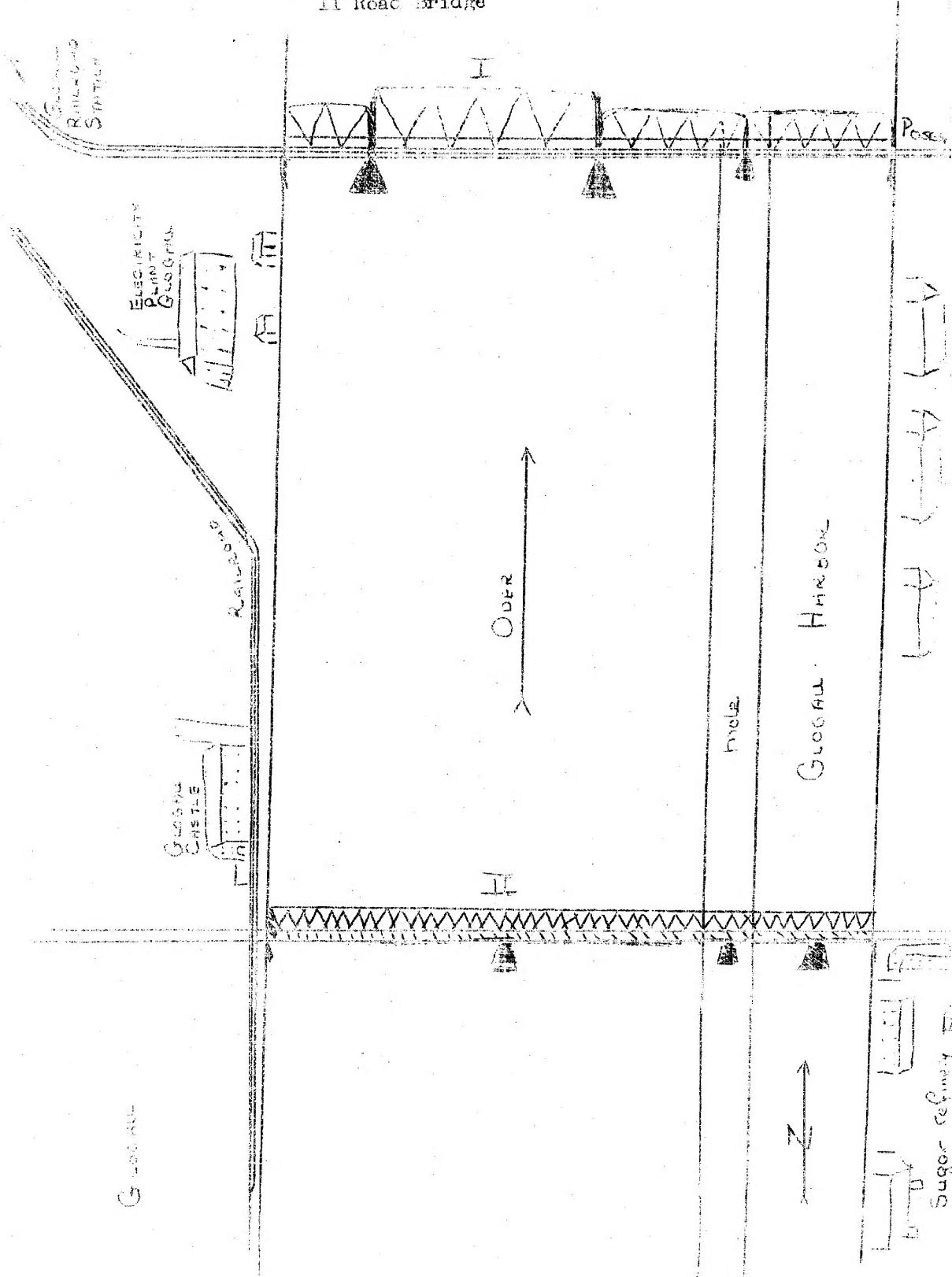
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Annex 3

Glogau (Glogow)

I Railroad Bridge
II Road Bridge



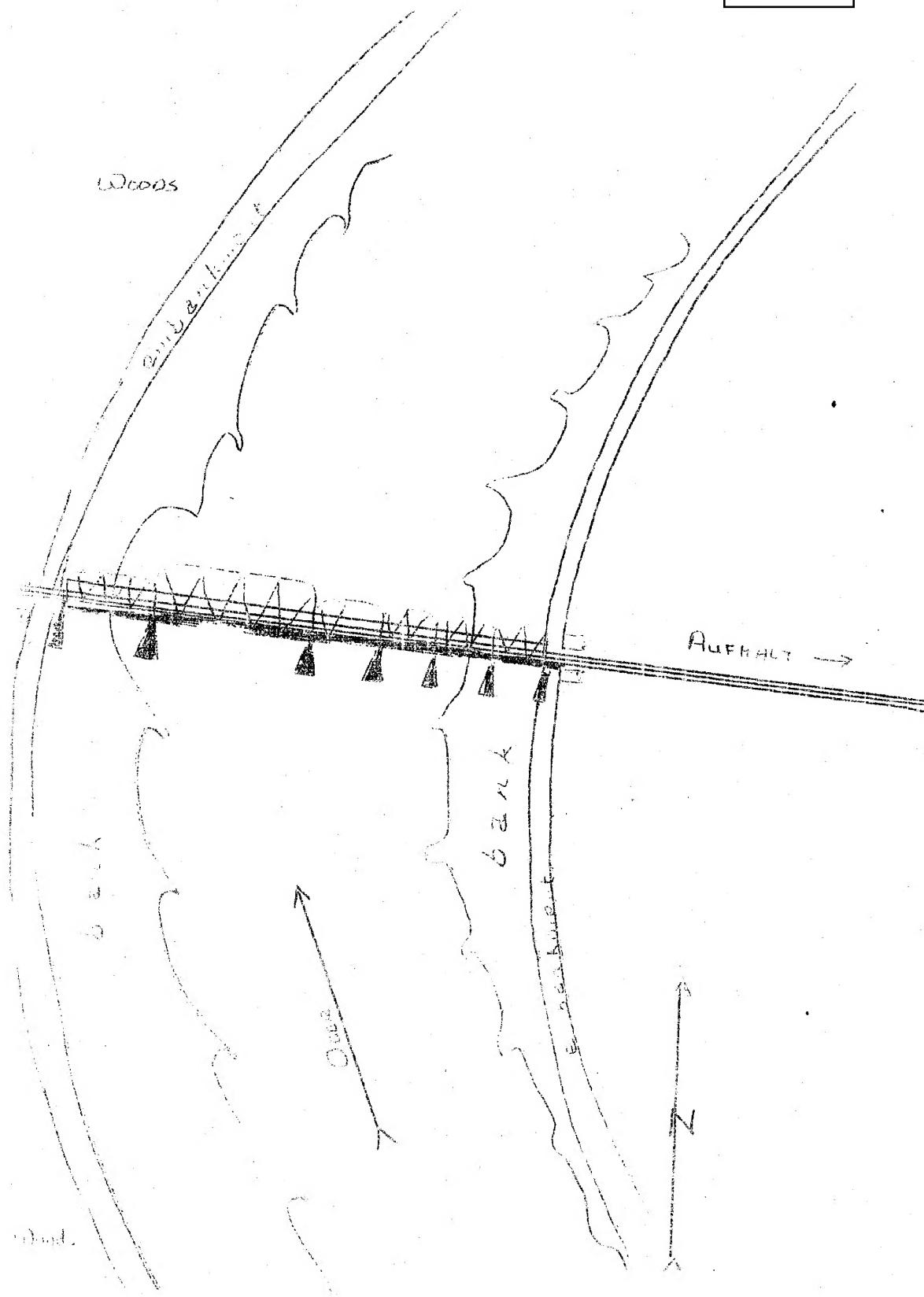
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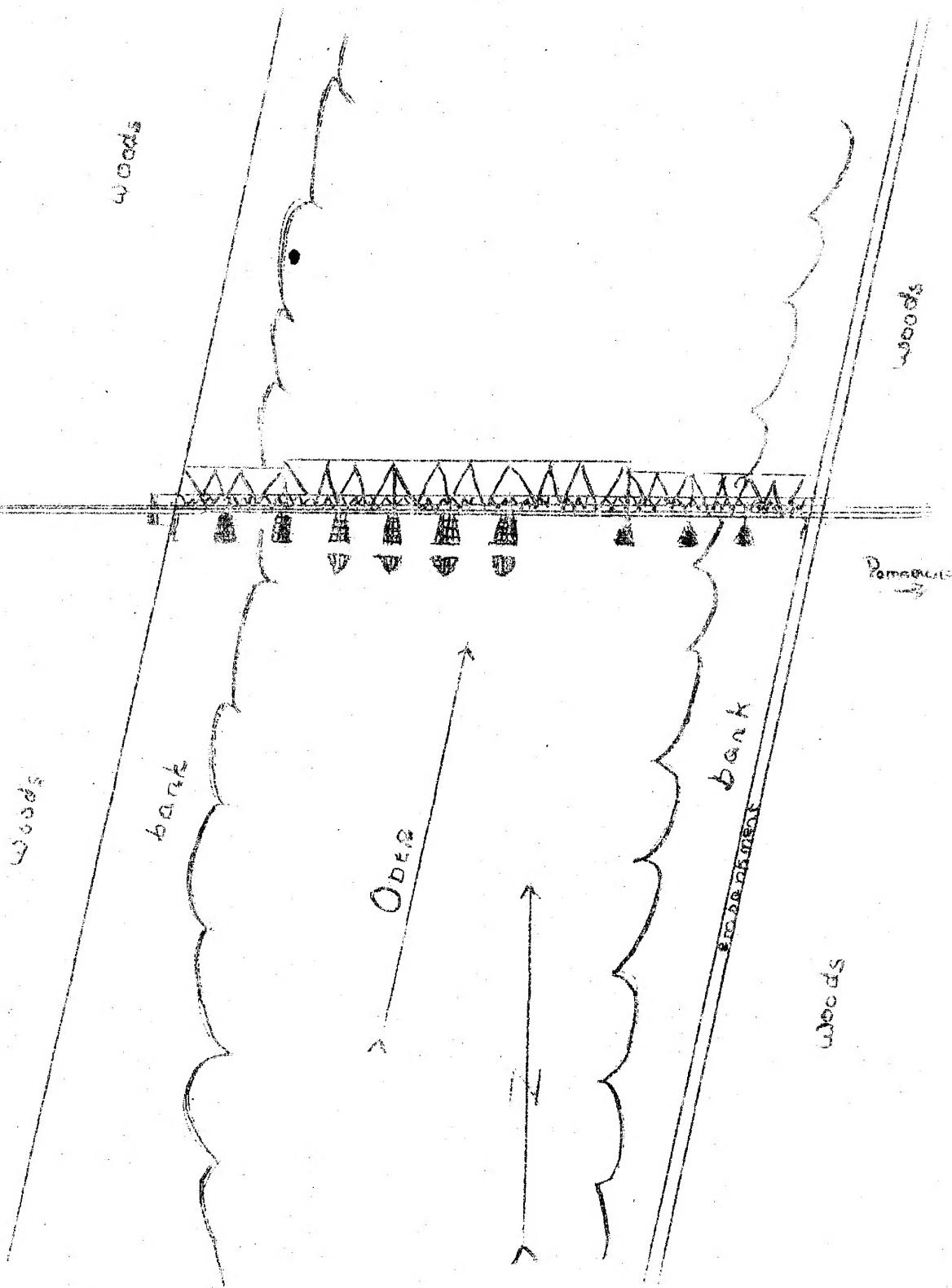
Railroad Bridge at Aufhalt (Stary)

Annex 4



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Railroad Bridge at Pommerzig (Pomorsko)

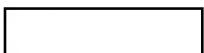


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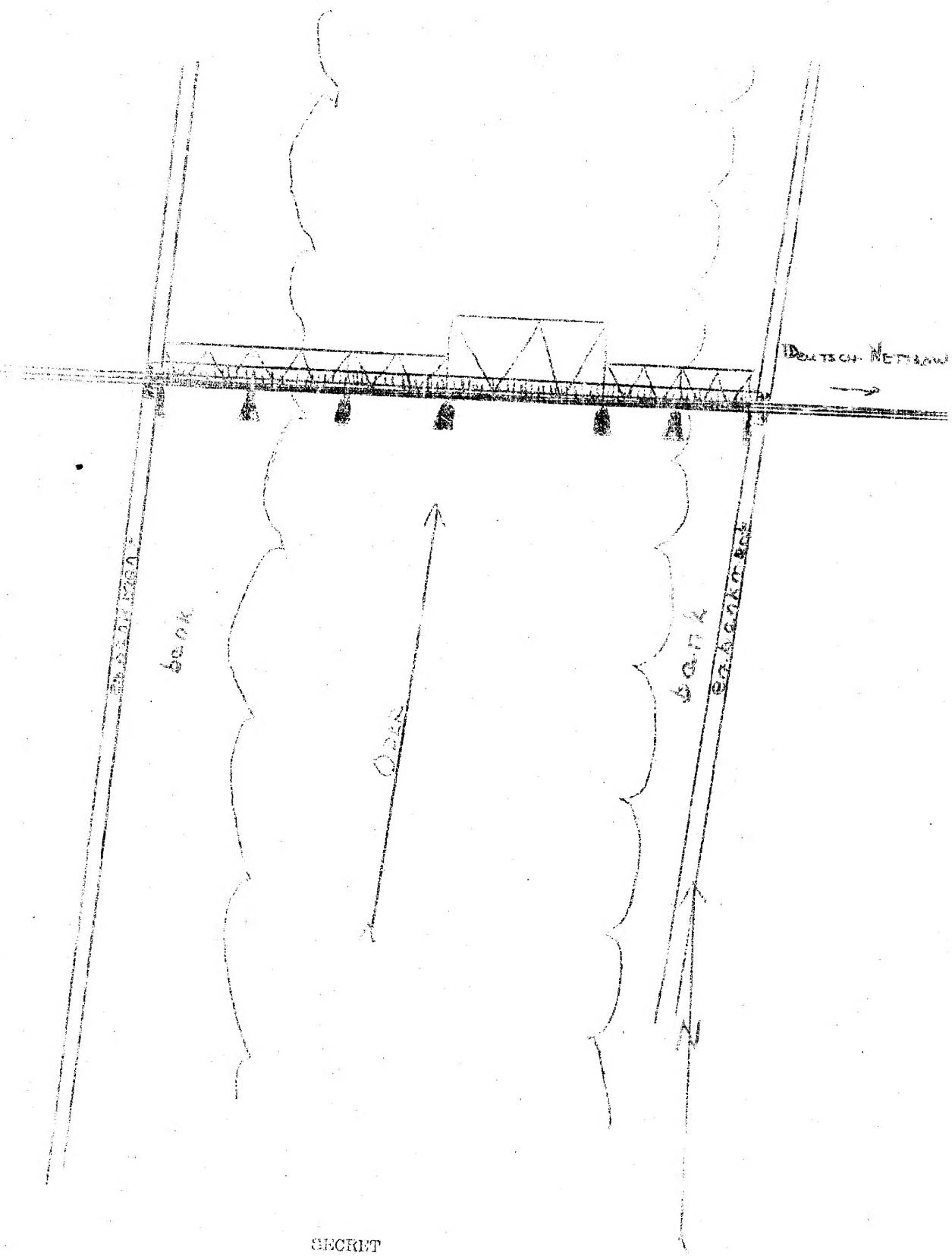
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Annex 6



Railroad Bridge at Deutsch-Nettkow

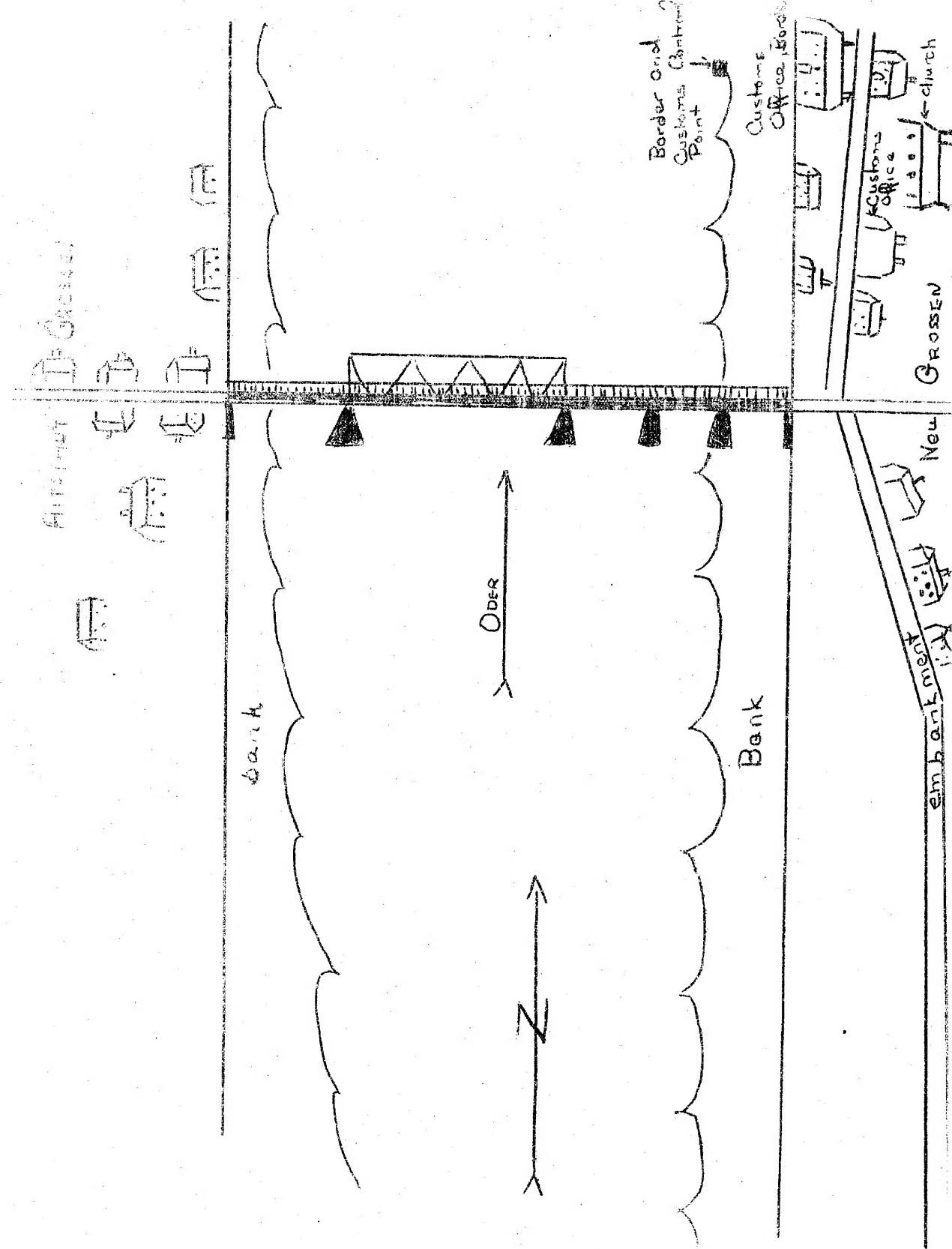


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Road Bridge at Grossen (Krosno Odrzańskie) Annex 7



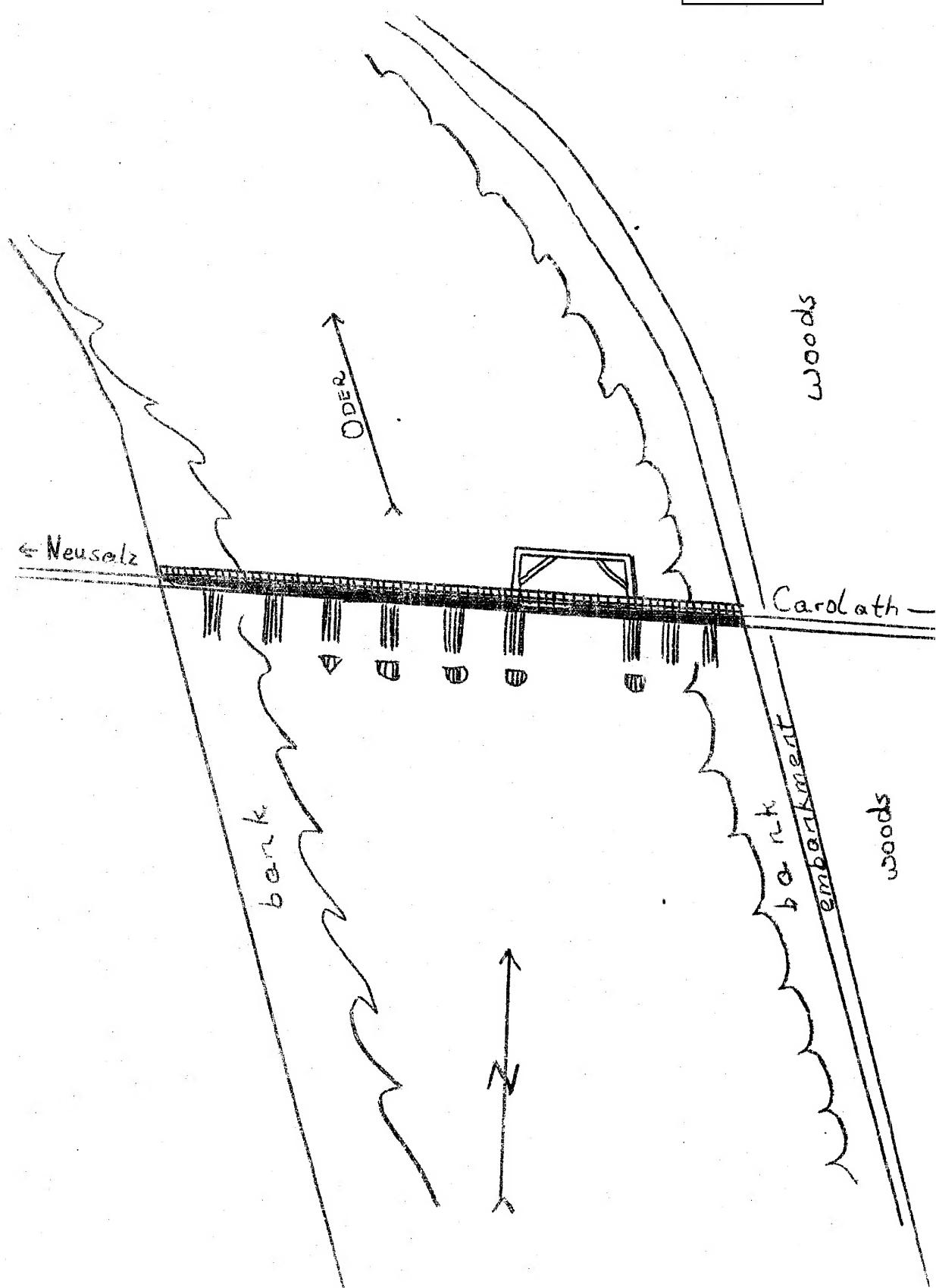
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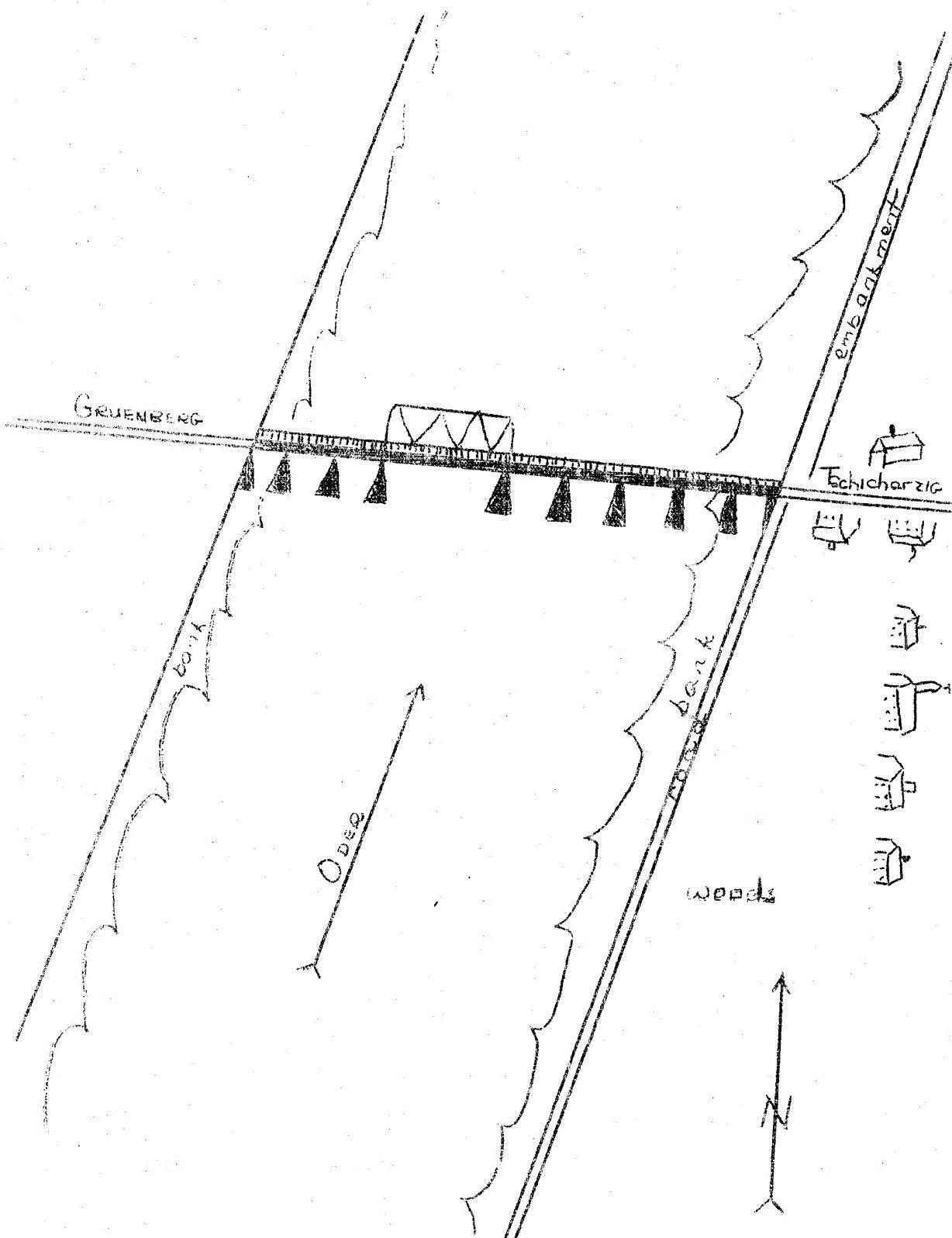
Road Bridge at Neusalz (Nova Sol)

Annex 8



Road Bridge at Tschichenzig (Gigacice)

Annex 9



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